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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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[a402]

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Hongkong, 29th April 1908. [a827]

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Hongkong, 19th May, 1909. [a33]

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Hongkong, 4th June, 1909. [a35]

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Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

The Daily Press.

(HONGKONG, JUNE 11TH 1909.)

We draw attention with pleasure to the remarks which His Excellency the Governor made yesterday at the meeting of the Legislative Council on railway matters. His Excellency confessed that when making his last statement he had been misled by figures in the Chief Resident Engineer's report as to the cost of work on the Beacon Hill Tunnel in 1907 and 1908, which showed a reduction of 103 per cent per foot in favour of the latter year, notwithstanding that the Report admitted that greater difficulties had been encountered in 1903 than in 1907. The Chief Engineer has since explained to His Excellency this apparent contradiction by a reference to his former report "in which it is stated that the so-called cost per linear foot in 1907 included the expenditure upon the metric gauge construction lines laid at both facings of the tunnel, the erection of machinery, the accumulation of timber at the site and many other similar items." His Excellency had overlooked this explanation in the 1907 report, and we did the same in commenting on these figures, being misled in the matter by the statement made by the Chief Resident Engineer in his Report for 1908, that "the cost of the tunnel-driving was very much reduced during 1908, due to better organisation made possible by coolies getting more trained to the work." That is the only explanation given by Mr. Eves in his 1908 Report of the great difference in cost per foot. If "it is only just to the engineers who began the tunnel work in 1907 under

extreme difficulties with insufficient staff and plant and much sickness" that it should be clearly stated now that the cost in 1908 was, not "very much reduced," as the Chief Resident Engineer had reported, but "very much greater" according to the Governor's explanation yesterday, all we can say is that it is a pity the Chief Engineer's Reports have not more clearly stated the facts.

His Excellency further emphasised again his previous statement that Mr. Bruce's estimate "cannot in any sense be regarded as an estimate of the railway," and went on to say that it "purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast and items under plant, including rolling stock and salaries." With regard to this we can only point out that in what purports to be Mr. Bruce's Estimate (twice laid before the Council in the Reports of the Chief Resident Engineer), he is represented as furnishing an estimate of \$315,000 for station buildings and machinery, and while it is not explicitly shown that he took into account all the other items enumerated by His Excellency, he added to his estimate 10 per cent for contingencies which we presume would more than cover the cost of all these items, excepting, perhaps, rolling stock, the cost of which is partly borne by the Chinese section, and could not have been estimated at the time. To indicate how "rough" was the estimate, His Excellency mentioned that Mr. Bruce measured the tunnel for distance "only with a pair of dividers on a map." Yet we see from the published records that Mr. Bruce did not base his calculations of cost on an under-estimate of the distance. He reckoned the distance at 7,380 feet, whereas the actual distance proved to be 7,212. We point out these things simply in justification of our previous comments on the subject. On the general question of the value of the preliminary estimate we have only to remark that three years ago the Government evidently had greater respect for it than it has now, for Mr. Bruce made preliminary surveys and prepared estimates of two routes, and the present route was selected not merely because it was deemed "as best answering the requirements of a section of a trunk line through China," but because, in the words of Sir Matthew Nathan, it was "the most economical, both as regards construction and working expenses." What we have gathered from all the discussion that has recently taken place is, briefly, that important deviation from the scheme are responsible for the doubling of the Estimate. It doubtless is very misleading, as the Hon. Mr. MURRAY STUART remarked, to simply divide the total cost by the number of miles, between Kowloon and Samchun, and say "there is the cost of the railway per mile." It is, however, a very common method of comparing the cost of railways. We notice that the Japan Mail has recently done this. It tells us that the cost per mile, even on the basis of the preliminary estimate, is "approximately three times as much as the outlay required in Japan," and, referring to the latest revised estimate, our Yokohama contemporary remarks that "a railway costing over half a million dollars a mile is something novel in the Far East, or anywhere, indeed, for the matter of that." We can well believe that the Colony will have a railway which will be regarded in the Far East, not only as novel from the point of view of its cost, but as a model of railway engineering.

From the taxpayer's point of view the important aspect of the heavy cost of the railway is the method of financing it. A railway twenty-two miles in length, so heavily capitalised, has small prospect of proving remunerative for very many years to come, when we consider how unlikely it is that the line will be able to compete with the river traffic either in passengers or freight from Canton, but will have to rely mainly on through traffic from the interior of China which will probably take many years to develop. Hence the Colony is likely to be permanently saddled with a loan of a million pounds sterling, or heavily taxed to provide for its repayment. The loan which the Chinese authorities are repaying at the rate of £110,000 a year, including interest, will be required to defray the cost of our own line, so that at the end of ten years the Colony will still have on its books a railway loan of over a million pounds sterling. What prospect is there of the Colony being able to repay that loan in ten, or twenty annual instalments?

For stealing a piece of chain from the s.s. Glenesk, Mr. J. H. Kemp yesterday sentenced a native to six weeks' imprisonment.

Inspector Robertson placed seventeen natives before Mr. J. H. Kemp at the Magistrate's yesterday on a charge of gambling. The first defendant, who was the keeper of the game, was fined \$25, and each of the other players was fined \$3.

A negro appeared before Mr. J. H. Kemp at the Magistrate's yesterday charged with being drunk and incapable. When asked if he had anything to say he wished to know who arrested him, at the same time admitting that he knew nothing about the matter. He was fined \$1.

Owing to numerous complaints about hawkers in the Central District, P.C. Shepherd was yesterday despatched from the Central Police Station to investigate. His investigations led to the arrest of fourteen hawkers who appeared before Mr. F. A. Hazeland on charges of obstruction or hawking without a licence. In each instance a fine of \$10 was imposed.

The heavy fine of \$15 was imposed on a richa coolie by Mr. F. A. Hazeland at the Magistrate's yesterday for refusing to take a fare. A soldier hailed the defendant at the Hongkong Hotel corner and wished to be taken to Wellington Barracks. The coolie said he had a fare in the Hongkong Hotel bar, but as this was found not to be the case, he was arrested and charged.

If Carl Mason is in Shanghai at present it may interest him to know that the note he corked up in a brandy bottle and dropped overboard from the s.s. Eastern, sixty miles from Hongkong, is in the possession of the Hongkong Police. The note, which was discovered near the Shumkwan Police station, was headed, "All's well." Beneath was a sketch of what was probably meant to represent a lamb, and lower down on the slip of paper was the information "Dropped sixty miles from Hongkong from the ship Eastern. April 5th, 1909. Going to Shanghai. Carl Mason."

A thirsty coolie held up a Chinese gentleman in Wellington Street on Wednesday afternoon to explain how dry he was. The generous gentleman took the coolie to a street stall and "stood him" a sarsaparilla, at the same time calling for another drink for himself. While drinking he felt a tug at his pocket, and on turning saw the coolie running away with a purse in his hand. On realising that his own was missing he gave chase, overtook the thief, and handed him over to the police. Mr. F. A. Hazeland heard the charge at the Magistrate's yesterday, found the defendant guilty, and sentenced him to six weeks' imprisonment and six hours' stocks.

THE LATE DR. HUNTER.

TRIBUTE FROM THE HONGKONG COLLEGE OF MEDICINE.

The remains of the late Dr. Hunter, Government Bacteriologist, were interred in the Colonial Cemetery at Happy Valley yesterday afternoon, the funeral cortege including a large number of friends. Numerous wreaths were sent. The burial service was conducted by the Rev. F. T. Johnson. The large attendance included Captain Mitchell-Taylor, A.D.C. to His Excellency the Governor, Hon. Mr. F. J. Badley, Captain Superintendent of Police, Major Probyn, R.A.M.C., Hon. Dr. Ho Kai, Drs. Bell, Koch, Thomson, Pearce, Clark, Gibson, Black, Messrs. J. H. Kemp, P.N.H. Jones, E. J. Hughes, R. A. Harding, G. A. Woodcock, F. B. L. Bowley, R. H. A. Craig, A. S. Tuxford, A. R. Sutherland, the whole staff of the Lecturers of the Hongkong College of Medicine, in which the deceased was Lecturer on Pathology and Bacteriology, together with the students of the College.

At a full meeting of the Senate, at which this formal representation of the Medical College was resolved upon, the following resolution of condolence with Mrs. Hunter was placed on the records:—

"The members of the Senate of the Hongkong College of Medicine desire to convey to the widow of Dr. William Hunter their most sincere sympathy with her in her bereavement.

Dr. Hunter has since his first arrival in this colony in 1901 been a most keen and sympathetic supporter of the College, and has given much good work to the furtherance of its objects. Through his death the College has lost one of its most able, enthusiastic and successful teachers."

THE WORLD BETTER THAN IT WAS.

Professor Goldwin Smith, writing from the altitude of serene old age, discusses in the *Canadian Magazine* Labour and Socialism. He bears this old man's witness to the progress of the race.

In the course of the eighty-six years of the writer's life there has, in the countries in which he has lived, been, if not the increase to be desired, certainly a marked increase of the sense of social responsibility and of active benevolence. The monuments of it, in fact, in the shape of charitable foundations, charitable associations, and benefactions of all kinds, are everywhere to be seen.

There is still unhappily a great deal of selfish and wasteful luxury, such as provokes class hatred and is dangerous to society. This world of ours is still a good deal out of joint, though not quite so much so as it was eighty years ago. We may hope that happiness is more equally divided than wealth. Thackeray's "Marquis of Steyne" rolls in wealth and riots in debauchery. But happy he is not; a day-labourer on the "Steyne" estates, with a kind wife, a good cottage, and regular pay, is happy.

In one respect there may have been a change for the worse. The social advantage of employer from employed has probably increased. Old men may remember the time when the habitations of the two classes were less apart, and there was more intercourse between them. They now live entirely apart; the working men in their cottages near the works; the employer in his villa in the outskirts. In a great number of cases too the employer is a Company. Employers should do what they can to improve the social relation.

The Calcutta Turf Club sweep on the Derby was won by a soldier stationed at Sialkot, the second prize going to London, and the third to Bombay.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

PRINCE NASHIMOTO.

London, June 10th.

Prince Nashimoto witnessed some superb military operations in the Long Valley at Aldershot.

THE FOURTH DREADNOUGHT.

London, June 10th.

The fourth Dreadnought has been commissioned at Portsmouth and will join the Home Fleet at Spithead.

ENGLAND AND CHINESE CUSTOMS DUTIES.

London, June 10th.

A Washington dispatch states that confirmation has been received in diplomatic circles that Great Britain has finally refused to participate in an International Conference with a view to allowing China to increase her ad valorem duties, in return for the abolition of the *likin* duties.

THE TSAR'S TOUR.

London, June 10th.

It is announced at St. Petersburg that the Tsar will visit King Emmanuel in Italy at the conclusion of the meetings with the Kaiser, King Gustaf, President Fallieres and King Edward, but the date of the visit to Italy has not yet been fixed.

AN IMPORTANT POLICE CAPTURE.

London, June 10th.

The Police have unearthed at Marion, Ohio, the headquarters of a notorious blackhand Italian secret society which has been responsible for countless murders, blackmailings and terrorism in America and Italy.

BANDMANN OPERA COMPANY.

There can be no two opinions about the present combination. It is one of the best that Mr. Bandmann has sent eastwards. All the good things that have been said about it are thoroughly deserved as the large audience which filled the Theatre last night can testify. The season opened with "The Gay Gordons," a light picturesque piece which has attained great popularity at home. The little maids formed a pleasing feature of the production, but the honours went to Mr. Coyne as Angus Graeme, to Mr. Frank Duanby as Nery Nat, and Miss Gregory as Peggy Quinlan. The Highland dancing and solo singing were enjoyable features, while the topical allusions were particularly apt. A slumbering trio was described as the Legislative Council and the same three in a more or less ridiculous attitude were presented as the Sanitary Department, who did not know whether the fluid was jeyes or they were.

ENGLISH AND SCOTTISH SHOOTING.

SPORT THE SALVATION OF RURAL DISTRICTS.

Mr. Isaac N. Ford, writing on "English and Scottish Shootings" in the April number of the *Outing Magazine*, gives some interesting particulars as to the cost of popular sport. He says:—

"American millionaires have been known to invest as much as £20,000 in a season's shooting with incidental entertaining and card-playing. An estate which will yield from six hundred to a thousand guineas a year in the market, and for every shot expected to fetch about £50 for every stag, certainly one pound for a brace grouse, possibly half as much for partridges and much less for pheasants and ground game. An outing of a few days costs as much as £100 to £150, with the railway fare, outfit for guns and luggage for servants.

Sport is helping to keep rural England and Scotland alive. Millions are expended yearly in the maintenance of game preserves, shooting and hunting packs. The rentals of shootings, including country house and lodges, amount annually to £700,000. A large multiple must be used for estimating the aggregate investment in sport when the cost of the upkeep, house and field service, entertainment of guests, and across-country travel is added, and allowance is made for estates occupied by owners. There are also two hundred packs of hounds in the Kingdom, and the employment of kennel and stables, and the continuous hospitality of country houses, each is worth not less than £60,000 a year to the people of the district. An elastic calculation with a clean slate hardly knows when to stop in ciphering out the money value of shooting and hunting in a country of declining agricultural resources. Sport has become an organised industry, with thousands of gamekeepers, gillies, beaters and outdoor men in the service of the pleasure-loving rich.

Mr. Ford thinks, on the whole, that sport is the salvation of our rural districts.

SUPREME COURT.

Thursday, 10th June.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT).

FORFEITURE OF SECURITY.

Re Kwong Hang Tai, the Official Receiver said this was an application for the forfeiture of a security of \$3,300 given by Sip Hing Tung and Li Hip Chu. The debtors were arrested under the Bankruptcy Ordinance, and afterwards an order was made that they should give security for their appearance in the sum of \$3,300. A previous application was made in June last year, when debtors appeared in Court. Since then he had obtained further information as regards property in Canton, and he wished to have the debtors examined. Debtors had been served with notices to appear.

His Lordship—How have you foreseen that they will not appear?

The Official Receiver—If they appear I don't apply.

Debtors' names were called but they did not answer.

The Official Receiver asked that the order be made so that the money could be applied to the estate for the benefit of the creditors.

His Lordship—I don't see what claim the creditors have.

The Official Receiver—Well, my Lord, they are the people who lose the money.

The application was granted.

APPLICATION FOR DISCHARGE.

Mr. F. X. d'Almada applied for the discharge of Ng Kam Sang, one of the partners of the Yuen On Company, and stated that Mr. Goldring, who appeared for the petitioning creditor, did not object.

His Lordship asked what dividend had been paid.

The Official Receiver—No dividend yet.

His Lordship—Any chance?

The Official Receiver—A dividend will be paid, but not 50 per cent. Therefore your Lordship is bound to suspend the discharge.

His Lordship—I might make it six months.

The Official Receiver—Your Lordship generally makes it a year.

His Lordship—There is nothing alleged against the man is there?

The Official Receiver—Not against this particular man, but I have something against the other partners.

Mr. d'Almada explained that this man was arrested at the instance of the other partners, who afterwards disappeared.

His Lordship—As far as he is concerned, he has done everything to assist you?

The Official Receiver—Yes, my Lord, because he is under a bond to do so.

His Lordship—So are they all.

Mr. d'Almada—I don't ask your Lordship to discharge the firm, but to discharge him.

The Official Receiver—The reason he is applying for his discharge is in order to get back the \$1,000 furnished as security.

His Lordship—But the security won't be released until he is finally discharged.

An order was made suspending the discharge for six months, and the application for the release of security was adjourned until the expiration of that period.

A CONTRACTOR'S AFFAIRS.

Re Tsang King, the well-known contractor, against whom a receiving order had been made on the petition of the Green Island Cement Company, Mr. Holbrow applied for a rescission of the receiving order.

The Official Receiver objected that sufficient publicity had not been given to the matter, and pointed out that other creditors might come forward.

His Lordship thought the matter should be advertised.

The Official Receiver said debtor was a man with large contracts and it was quite possible other creditors, especially Chinese, might not know.

His Lordship said that, if no further creditors appeared in fifteen days, the order would be made.

A BUILDERS' FAILURE.

Wong Yee, a building contractor, appeared to undergo his first public examination. In reply to the Official Receiver, he stated that he commenced the Taikoo Dock in 1901. He started with a capital of about \$1,000. He had no partners. Out of Taikoo contracts he made a profit of from \$20,000 to \$30,000, which he put in the business. During the last two years he lost over \$10,000. He lost \$1,500 on a slipway and lost \$3,500 on a contract for cutting away a hill. He had several hundred workmen, and as they could not work owing to the rain, he had to support them. He had borrowed money since and he proposed to his creditors that, if allowed to work, he would pay 10 per cent per annum. The creditors were agreeable.

Examination closed.

A MERCHANT'S FAILURE.

Re D. R. Captain, debtor stated in reply to the Official Receiver that he was unable to furnish the statements of accounts asked, as he had not kept proper books.

The examination was closed, the Official Receiver remarking that the other matters could be dealt with when debtor applied for his discharge.

LATEST STEAMER MOVEMENTS.

The Indo-China str. *Japan* from Calcutta left Singapore on the 9th inst. afternoon, and may be expected here on or about the 15th inst.

The P.M. str. *China* arrived at San Francisco on the 8th inst.

FOURTEEN ENGAGEMENT RINGS.—When a young girl entered a pawnbroker's shop in Leipzig with fourteen rings she was suspected and detained. Inquiries proved that she was the rightful owner, and that the rings were souvenirs of fourteen fiancés.

REPORT OF THE REGISTRAR OF THE SUPREME COURT.

The report of the Registrar of the Supreme Court for the year 1908, which was laid before the Legislative Council yesterday, shows that the total sums collected during the year by way of fees and commissions amounted to \$46,592.90 as against \$76,156.78 in previous year.

ORIGINAL JURISDICTION.

The number of actions instituted in the Court during the year was 206, and there were 280 pending at the commencement of that year as against 261 and 162 respectively in 1907. 168 were disposed of during the year, 58 being settled or withdrawn before trial; 1 transferred to Summary Jurisdiction and 1 transferred to Admiralty leaving a balance of 315 undisposed of, as against 143, 39 and 280 respectively in 1907. The total amount involved was \$2,466,274.90, as against \$3,276,203.22 in 1907. The debts and damages recovered amounted to \$902,864.23, as against \$804,049.36 in 1907. The total fees collected amounted to \$15,341, as against \$15,201 in 1907.

SUMMARY JURISDICTION.

The number of actions instituted was 1,735 during the year and 225 were brought forward from 1907, as against 1,894 and 243 respectively in 1907. 1,838 were disposed of, 724 being settled or withdrawn before trial, 184 being struck out, dismissed, and lapsed writs, 135 struck out of the Cause-Book as having been standing over generally for more than a year, leaving a balance of 122, against 1,912, 792, 231 and 225 respectively in 1907. The total amount involved was \$345,051.29, and the debts and damages recovered amounted to \$111,263.15, as against \$474,500.43 and \$183,952.21 respectively in 1907. The total fees collected amounted to \$9,261.75, as against \$9,705.10 in 1907. The number of Distress Warrants for rent issued was 512, representing aggregate unpaid Rents amounting to \$60,687.87, of which the aggregate sum of \$17,579.95 was recovered, against 469, \$65,611.26 and \$22,122.50 respectively in 1907. 270 Warrants were withdrawn on settlement between the parties, as against 229 in 1907. The total fees collected amounted to \$2,729.50 as against \$2,770 in 1907.

CRIMINAL JURISDICTION.

There were 26 cases and 59 persons committed for trial at the Criminal Sessions, as against 24 and 70 respectively in 1907. The number of persons actually indicted was 53, of whom 26 were convicted and 27 were acquitted. Against 6 persons no indictments were filed. In 1907 the figures were respectively 56, 48 and 8.

APPELLATE JURISDICTION.

There were five Appeals instituted during the year, against 13 in 1907.

ADMIRALTY JURISDICTION.

There were four Actions instituted during the year, and 3 were pending in 1907; 4 were disposed of, and 1 was settled before trial, leaving 2 pending. The number of vessels arrested was 1. The total fees collected amounted to \$352 as against \$314.50 in 1907.

BANKRUPTCY JURISDICTION.

There were 34 petitions filed (23 being creditors' petitions, and 11 being petitions by the debtors themselves). The figures for 1907 were respectively 51, 34 and 17. The number of receiving orders made was 30, being 21 on creditors' petitions, and 9 on debtors' petitions. The figures in 1907 were respectively 46, 31 and 15, and 1 Administration Order. The number of Public Examinations held was 22, as against 34 in 1907. There were 14 Adjudications, 1 Scheme of Arrangement was approved by the Court. The figures in 1907 were 39 Adjudications, 2 Compositions and 1 Scheme of Arrangement approved by the Court. There were 2 discharges, as against 3 in 1907. The aggregate amount of declared assets was \$776,144.03 and declared Liabilities \$1,261,135.27, as against \$860,308.99 and \$2,383,714.06 respectively in 1907. The Fees amounted to \$6,176.02, including the Official Receiver's commission as Trustee where no trustee had been appointed by the Creditors, as against \$5,255.25 in 1907.

PROBATE AND ADMINISTRATION.

There were 234 Grants made by the Court:—Probates 101 Letters of Administration 133. The figures in 1907 were respectively 92 and 92.

The aggregate value of the Estates was \$3,405,400, as against \$12,675,740 in 1907.

Probate Duties amounted to \$81,136.00. Additional Probate Duty paid in 1908—\$120.60. Court Fees amounted to \$2,236.40 and Official Administrator's Commission to \$1,812.13. The figures in 1907 were respectively \$369,938.00, \$11,820.90 and \$1,468.13. No additional Probate Duty was received during the year.

There were 69 Estates vested in, or administered by the Official Administrator during the year, representing an aggregate value of \$14,978.17. The figures for 1907 were respectively 42 and \$24,560.78. 28 Estates were wound up during the year, representing an aggregate value of \$42,479.69, as against 22 in 1907 representing \$20,977.40.

OFFICIAL TRUSTS.

The total number of Trust Estates in the hands of the Official Trustee at the end of 1908 was 25 and the aggregate amount of Trust funds \$115,052.42 as against 27 Estates aggregating \$116,215.47 in 1907, and certain house property. The amount of commission collected was \$254.99, as against \$728.47 in 1907.

REGISTRATION OF COMPANIES.

The total number of Companies registered from the commencement of the "Companies Ordinance, 1885," was 561 with an aggregate capital of \$256,761,334.00.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 10th at 12.10 p.m.—The depression lying over Korea Straits yesterday morning has moved quickly towards E.N.E. and is now passing to the South of the South of Hokkaido. The other centre is moving slowly towards N.E. to the North of Whangtsook.

The barometer has risen moderately over W. Japan and the E. coast of China.

Pressure is highest over the N. part of the China Sea and the Pacific towards the Bonins. A second maximum lies over the Yangtze Valley, with relatively low pressure lying over S. China.

Moderate variable winds may be expected in the Formosa Channel and moderate S.W. and S. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*) Variable winds, moderate.

South coast of China between Hongkong and Lamouks. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

(*) S.W. and S. winds, fresh or moderate; squally, showery later.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEATHLY LUGARD, K.C.M.G., C.B., D.S.O.
Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary).
Sir HENRY BERKELEY, K.C. (Acting Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).
Hon. Mr. P. N. H. JONES (Acting Director of Public Works).
Hon. Mr. A. W. BREWIN (Registrar-General).
Hon. Mr. F. J. BADLEY (Capt. Superintendent of Police).
Hon. Dr. HO KAI, K.C., C.M.G.
Hon. Mr. E. A. HEWITT.
Hon. Mr. E. OSBORNE.
Hon. Mr. W. J. GRESSON.
Hon. Mr. MURRAY STEWART.
Hon. Mr. WEI YUK, C.M.G.
Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Registrar of the Supreme Court for 1908.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 21 to 25) and moved that they be referred to the Finance Committee.

The Colonial Treasurer, seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 5) and moved its adoption. He said:—In connection with this I beg to lay on the table the following certificate signed by me, "I certify that the supplementary appropriation estimates for 1903 were read clause by clause in the presence of all members of the Finance Committee."

The Colonial Treasurer seconded the motion, which was agreed to.

KOWLOON-CANTON RAILWAY.

The Colonial Secretary moved the following resolution:—"It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909." He said:—Details of this sum will appear, as hon. members are no doubt aware, in the appendix to the estimates for the current year.

The Colonial Treasurer seconded.

HIS EXCELLENCY—Gentlemen, I said in my annual remarks on the progress of the railway, at our meeting before last, that a resolution of this kind would not be required this year as the amount for the construction of the railway was already included in the annual estimates, in accordance with the new financial instructions issued by the Secretary of State. I am advised however that the more correct procedure is to propose this resolution, but it will not be required next year, and therefore it is included in the business of to-day. As the railway question is before the Council, I am glad of the opportunity it gives me of removing misapprehensions which have arisen in consequence of what I said on the previous occasion. In the comparison between the cost of the tunnel in 1907 with that in 1908 the remarks I made to the Council were misleading, because I myself was misled. I quoted a paragraph from the report of the Chief Resident Engineer in which he said:—"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by colliers getting more trained to the work." This statement was followed by figures giving the cost per lineal foot under the heading of driving, enlarging and bricking-in for each of the years 1907 and 1908 and showing an aggregate saving of some 106 per cent lineal foot in the cost for 1908 over that of 1907. The report went on to state that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and that this accounted for the large increase over the estimates. I failed to get a proper explanation of this apparent contradiction, but the Chief Engineer now explains it by a reference to his previous report for 1907, which I had overlooked at the moment, in which it is explained that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction lines laid down at both fauces of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site, and many other similar items. In order to make a reliable comparison of one year with another, these items should be stretched over the period of the whole construction. As a matter of fact, the cost of the tunnel was considerably more per lineal foot in 1908 than it was in 1907. It is due to the engineers, who were employed in the early days on the tunnel, that this fact should be thoroughly understood. They worked under very great difficulties with an inadequate staff, with insufficient plant, and with a great deal of sickness. When I was speaking of the financial aspect of the tunnel construction, nothing was further from my mind than to throw any blame upon them, or undervalue their services. Perhaps few men have more reason than myself, from personal experience, to appreciate the difficulties and discouragements of early pioneer work. Those who come after, however generous, will find it often impossible to appreciate the difficulties, which those who have laid the foundations have had to face (applause). If this impression, as I understand from what I have seen in the local press, has been conveyed by words

which I used, I desire most emphatically to remove it. I do not propose to review again the railway question, but I would like to emphasize one point which I have already emphasized every time I have spoken upon this subject, and that is that the so-called "Bruce's estimate" cannot be considered as an estimate of the cost of the construction of the railway. When Mr. Bruce made his preliminary survey, the question was under discussion as to whether the railway should follow a route along the eastern or the western side of the peninsula. It was issues of this kind upon which his advice was sought. His figures did not purport to be a considered estimate of the cost. There were no calculations of quantities and the length of the tunnel was estimated upon the map with a pair of dividers. They purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plant, including rolling stock and salaries. The re-alignment which has been made after a careful survey of the original line proposed by him, has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line. The first reliable estimate that we had of the cost of the railway was the one which was made in June 1907. It took nine months to prepare. It amounted to a little over eight million dollars. It did not include, as I have repeatedly pointed out, several items which were under discussion at the time it was presented. If these items be added and also the cost of land resumption in the neighbourhood of the deep sea goods wharf, and the passenger station it will be found that the estimate presented in June 1907 has not been exceeded except in the single item of the tunnel. In my recent statement to the Council I criticised the variations under different heads between the estimates, presented this year and those laid on the table last year and said that though these variations were unsatisfactory, the method of preparing estimates did not reflect upon the skill of the British engineer. The salient fact remains that however the sums might have been allocated under various heads, and whether intermediate estimates presented to the Council have been satisfactory or have been faulty, the original estimate for which the Crown Agents are responsible have only been exceeded in one item—that of the tunnel, the excess on which is one million and a quarter dollars. I am, of course, speaking of the estimates which were laid on the table the other day. So far as these estimates are concerned the only excess when all the items are included, on the original estimate of June 1907, is in respect of the tunnel.

HON. MR. STEWART—Your Excellency, I should just like to say I have listened to your remarks with considerable satisfaction. I hope that they will effectually destroy the idea that this Colony is being called upon to pay for the railway a price nearly twice as large as it ought. As Your Excellency has indicated, this erroneous impression arose from comparing the preliminary with the detailed estimate, as if they were different estimates for an identical work. It has already been pointed out by those who sought to combat this erroneous notion that the preliminary estimate was for a single line throughout, whereas the actual construction provides for development into a double line on all bridges, culverts and tunnels, except Beacon Hill. It has further been pointed out that the preliminary estimates did not provide for land reclamation and land resumption at the terminus. In connection with the cost of land reclamation and resumption it should not be forgotten that to include it in the railway estimates renders these misleading for purposes of comparison with other railways, in the matter of the average mileage cost of construction. A very misleading impression is created by simply taking the total of the revised estimate and dividing it by the number of miles between Kowloon and Canton. The product is startling; but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus, a much better result would appear. Even so, however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of which will be used for other than strictly railway purposes—for godowns, and other requirements of the Port scheme. Hereafter that land should prove a valuable asset to the Colony. Considerations of this nature ought not to be overlooked in viewing the matter broadly. I urge the desirability of viewing it broadly. Viewing it narrowly in the light of *post hoc* wisdom, while it may be easy for some people to point to mistakes made and faults committed, while it may perhaps not be difficult to see how minor economies could have been effected, there does not seem to be any good reason for rushing to the conclusion that the cost is excessive in view of the work done.

That an impression based upon this conclusion is widely held I know. I do not share it, I regret it. It is an unfortunate impression to get abroad. Therefore, as correcting some of the minor errors which make up the total sum, I welcome Your Excellency's statement (applause).

PUBLIC SERVICE TRANSFER OF DUTIES ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

The Colonial Secretary seconded, and the bill was read a first time.

PATENTS AMENDMENT ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The Colonial Secretary seconded, and the bill was read a first time.

PREPARED OPIUM AMENDMENT ORDINANCE. The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

The Colonial Secretary seconded, and the bill was read a first time.

SUPPLEMENTARY APPROPRIATION ORDINANCE.

The Colonial Secretary—In view of the certificate laid in connection with the Finance Committee, it is unnecessary, unless any hon. member wishes it, to refer the bill standing in my name to a committee of the whole Council, therefore I beg to move the third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred dollars and thirty-four Cents to defray the Charges of the Year 1908.

The Colonial Treasurer seconded, and the bill was read a third time and passed.

THE TRAMWAY BILL.

The Attorney-General—The next item standing in my name is really a private bill introduced some years ago by an hon. member who is no longer a member of this Council. The question is whether any other member proposes to go on with the bill.

HON. MR. GRESSON—I beg to move that further consideration of this bill be postponed until the interested parties have had further time to consider their position.

HON. MR. STEWART seconded, and the motion was agreed to.

HIS EXCELLENCY—Council stands adjourned until this day week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following votes were passed:—

PUBLIC WORKS RECURRENT.

The Governor recommended the Council to vote a sum of Three thousand seven hundred dollars (\$3,700) in aid of the vote, Public Works Recurrent, Miscellaneous, Typhoon and Rainstorm Damages.

The CHAIRMAN—The original estimate for typhoon and rainstorm damages in 1908 was \$79,000. The money spent in 1908 was \$61,000, leaving a balance of \$18,000. There was only \$12,000 voted on this year's estimates; the balance therefore shows a slight deduction on the original estimates.

MILITARY EXPENDITURE.

The Governor recommended the Council to vote a sum of Five hundred dollars (\$500) in aid of the vote, Military Expenditure, Volunteers, Other Charges, Grant to the Hongkong Volunteer Reserve Association for salary of Secretary during 1908.

MEDICAL DEPARTMENT.

The Governor recommended the Council to vote a sum of Six hundred and fifty dollars (\$650) in aid of the vote, Medical Department, B.—Hospitals and Asylums, Other Charges, for the following items:—

Civil Hospital, Incidental Expenses, \$300
Victoria Hospital for Women and Children, Medicines and Surgical Appliances, 350

Total, \$650

MISCELLANEOUS SERVICES.

The Governor recommended the Council to vote a sum of Five hundred dollars (\$500) in aid of the vote, Miscellaneous Services, Fee to Crown Solicitor for compilation of existing Regulations and Orders in Council.

The CHAIRMAN—This work was undertaken by the Crown Solicitor, and the sum mentioned is the remuneration for his services.

PUBLIC WORKS EXTRAORDINARY.

The Governor recommended the Council to vote a sum of Nineteen thousand nine hundred and seventeen dollars (\$19,917) in aid of the vote, Public Works, Extraordinary, Water Works, Albany Filter Beds, Reconstruction and Extension.

The CHAIRMAN—Of this excess on the estimate for this work, \$6,000 is due to providing against the rainstorm damage which was brought home to the authorities by the severe typhoon and rainstorm of 1908. The remaining \$13,917 is for hospital work, and that work is now approaching completion.

GOLDEN WEDDING GIFTS.

IRISH GUARDS' APPRECIATION OF "BOBS."

Lord and Lady Roberts celebrated their golden wedding quietly at Englewood, Ascot. His lordship told a Press representative, "I have been much touched by the many congratulatory telegrams I have received to-day from all parts of the world."

The house party spending the day at Englewood included Lady Lansdowne, Lord and Lady Mount Stephen, Sir Dighton Probyn, General Sir James Hills-Johnes, Lord Lovat, Lord Milner, Sir Ian Hamilton, Lord and Lady Marsh, Sir Neville, Lady and Miss Chamberlain, Sir John Watson, and the Hon. Norah Dawson.

One of the most pleasing incidents of the day's proceedings was the unexpected appearance at breakfast time of the band of the Irish Guards, of which his lordship is colonel and commandant. Lord Roberts came out into the porch, and was congratulated by an officer of the regiment, who presented him with a gold cup as a birthday gift.

Another gift, made at the same time was a letter from past and present officers of the Royal Regiment of Artillery, in which Lord Roberts was a subaltern in 1857.

The men of the regiment were entertained at breakfast, and were shown the presents which Lord and Lady Roberts had received, and which included a piece of gold plate presented by the servants at Englewood.

Lord Roberts has acknowledged congratulations from a poor Midlothian Army pensioner, Peter Gray, who was married on the same day as the Field-Marshal. Gray's father and brother, and also two sons have all been soldiers. In his letter Lord Roberts says he and Lady Roberts are interested to learn that May 27 is also their golden wedding day, and they offer the couple their best wishes for continued health and happiness.

SHIPPING NOTES.

The Ostasiatisk Kompagni, of Copenhagen, is having a steamer built in Holland for the Siam coasting trade.

The salaries of some of the new Port of London Authority officials are fixed thus:—dock and warehouse manager £1,500; chief engineer £2,000; comptroller £1,000 per annum.

The steamer *Theosus* was to leave Shanghai on Tuesday afternoon, the 8th inst., for Foochow, where she will load the first of the new season's tea for the London market. It is intended to try and make a record passage home.

The working of the Messageries Maritimes in 1908 has been much more favourable than in 1907. No dividend was distributed for 1907, but there was a net balance of £380,000 in 1908. Of this amount the service of the bonds absorbs £80,000.

The Douglas steamer *Haiching*, (Capt. W. C. Passmore) which arrived on Tuesday, reported passing at 6.15 p.m. on the 8th inst., a Japanese steamer at anchor off Haiman Bay 15 S. W. of Breaker Point light, apparently broken down.

The New York *Journal of Commerce* announces that the American-Hawaiian Steamship Company have inaugurated a new steamship service between New York and Japan, China and the Philippines via the "Tulatan" railway. The journey is to be performed in 42 days.

We have received from the publishers (Edinburgh Wilson, 24 Threadneedle Street, London E.C.) a copy of the third edition of a little volume on "Charter-Parties and Bills of Lading," by Mr. Lawrence Duckworth, barrister-at-law. This little work is probably already known to many readers. It contains all the well-known principles of English law on the subjects dealt with, and in this revised edition all the more important decisions since the last issue published in 1904 are included.

In an interesting report on the shipping and navigation of the port of Antwerp for last year Consul-General Sir Cecil Hertslet states that for the first time since 1900 the navigation returns of all shipping entering Antwerp showed a falling off in 1908. While British shipping fell from 5,653,239 tons in 1907 to 5,323,090 tons in 1908, German tonnage increased from 2,895,043 tons to 3,134,792 tons. Since 1900 German tonnage visiting Antwerp has increased by 100 per cent.

The German Government is considering a fully-worked-out scheme for building a ship canal from Kiel to join the Elbe-Trave canal. This means placing the entire basins of the Elbe and the Oder in connection with Kiel. The canal will be nearly fifty miles long, and will cost nearly two millions sterling. The strategic importance of this great work is manifest. When built it will also be easier to supply Kiel with the coals and iron necessary for naval purposes.

The *s.s. Potella*, built by Messrs Swan, Hunter, and Wigham Richardson, Wallsend, for the Anglo-Saxon Petroleum Company, Limited, London, underwent her official liquid trial recently. This vessel, which is similar to the *s.s. Conch* recently completed by the same builders for this Company, is also fitted with all the latest improvements in tank steamers. Her dimensions are 418ft. by 51ft. 3in. by 31ft., and she will carry about 7,700 tons deadweight of oil and bunkers on a moderate draft of water.

The P. and O. Company announce their programme of autumn departures from London, Marseilles and Brindisi to India, Australia, China, &c. The Bombay services will be chiefly, and the Australian services entirely, supplied by the new steamship of the "M" class. There will be two supplementary departures to Bombay on October 6 and November 3 respectively, of 7,000-ton steamers carrying one class of passenger only at intermediate fares equivalent to the second-saloon rates of the mail steamers. The *Mantua*, the latest addition to the P. and O. fleet, will make her maiden departure on June 5 to Australian ports. The *Mantua* is to sail on the 2nd inst. from London on a three weeks' cruise to the Azores, to be followed by further cruises.

The author of "The Ocean Carrier" (Mr. J. Russell Smith, Ph.D.) is much impressed as to the disturbing results which will follow the opening of the Panama Canal. It will, he maintains, give such an added opportunity for vessels to switch from route to route. Here is an indication of probable switching:—"It is now the custom for liners going out from Europe to China to end the voyage at Yokohama. But once in Yokohama, the most economical route for the return is by way of America, provided Panama were passable. The steamers could discharge and receive cargo at Hongkong and Shanghai, and continue from Yokohama to San Francisco. The freight conditions in this part of the world would favour this practice, because the trade from China and Japan toward Europe is much lighter than that going the other way. The steamers at Yokohama are, therefore, in straits for freight, and it would be natural for them to seek the abundant freights of California, and thus adopt the practice that is being, and has been long, followed by many sailing ships that have discharged cargoes in the ports of East Asia. This prediction is further strengthened by the recent establishment of a line of steamers running from England to China and Japan, and then for the sake of a return cargo, going on to Portland and Seattle, securing nearly a

U cargo of wheat, returning thence to Asia, where such other cargo as may be secured is added, and the whole carried westward through the Suez Canal to Europe. . . . If the Suez Canal tolls should be as low as those at Panama (which is very unlikely) the use of the American route by regular liners from Japan to Europe would be probable, because the temptation of Pacific boat freight would continue strong and would certainly, as at present, draw many tramp vessels across the North Pacific."

THE REV. F. B. MEYER.

The visit of the Rev. F. B. Meyer, B.A. of London to the Colony of Hongkong may, we think, be fittingly placed among the noted events of the current year, 1909.

Mr. Meyer's eminence as a writer and speaker, the breadth of view and catholicity of spirit that have commended him to truth seekers in all parts of the world, and his outstanding services to the cause of our common Christianity (apart from ecclesiastical names or party signs), render him a *persona grata* in wider Britain, where he is now travelling, not less than in the homeland, where his teaching is a potent factor in the religious life of the nation.

All that Mr. Meyer has to say is of sterling worth. His public utterances have a wide range. He is now seeking his audience, not only within, but also beyond our local churches.

Invitations have been issued to a series of meetings for men, and we trust the response from all sections of this community will be equal to the seating capacity of the largest auditorium available in the City Hall building. These meetings, conducted by Mr. Meyer, should be regarded as an occasion to be used to the fullest advantage by men of many nations resident in Hongkong. Mr. Meyer is particularly conversational, and the views of life which he has been led to take in the course of adistinguished and successful public career must needs lend weight to his utterances before local audiences and give to these utterances an enhanced value. Mr. Meyer's meetings of various kinds should be the means of placing the colony in closer touch with best activities of the church throughout all the world.

To be appreciated in this community Mr. Meyer needs but to be heard. As a speaker to men on special topics, he has long exercised an influence that has been singularly marked and constantly growing. To-night in the City Hall he will deliver the first of two addresses on the Physiology of a Strong Pure Life.

A distinctive mark of the true teacher, which for our Chinese friends has the highest sanction, is timeliness. From this view point we commend Mr. Meyer and his message "Tracts for the Times," and "Sermons and Addresses for the Times," are titles with which most of us are sufficiently familiar. It is also matter of common experience that utterances so designated are apt to disappoint reasonable expectations raised by the names.

There are indeed comparatively few speakers or writers who can handle forcefully and felicitously some of the topics with which Mr. Meyer is proposing to deal during his visit to Hongkong. The more reason therefore that those who can be present should attend at the City Hall to-night and on succeeding evenings during the delivery of the series of addresses.—*Communicated.*

Mr. Meyer had a busy day yesterday. He attended the "at home" given at St. Paul's College by Bishop Landor and addressed the company in the garden. In the evening he was at the Y.M.C.A. and after dinner he addressed a fairly well attended meeting in the City Hall on the subject "The Physiology of a Strong Pure Life."

A SHANGHAI SHIPPING CASE.

In H.B.M.'s Supreme Court at Shanghai on the 4th inst. before Mr. F. S. Bourne, Acting Judge, the Dampskibsselskabets "Norman Isles" claimed from Messrs Gibb, Livingston & Co. sums received by the defendants for the use of the plaintiff and for interest thereon from January 26 1907, and for the costs of this action.

The claim was for a portion of the chartered freight received by the defendants while acting as agents for the plaintiff in respect of a cargo carried by the *s.s. Norman Isles* which sum (Tls. 1526.51) plaintiffs said is properly payable by the defendants to the plaintiff but has been paid by the defendants to the Shanghai and Hongkong Wharf Company, Limited, for receiving storing and delivering the said cargo.

The defendants state:—1.—The defendants acted as the plaintiffs' agents—(a) in transacting the Customs work in connection with the *s.s. Norman Isles* on her arrival in the port of Shanghai in the month of January, 1907, and (a) in collecting the freight payable under the Bills of Lading issued in respect of cargo carried on the said *s.s. Norman Isles* on her said arrival.

2.—That while acting in the latter capacity they, the defendants, received the sum of Tls. 1526.51 referred to in the particulars of the plaintiffs' claim endorsed on the writ.

3.—That such sum was paid by them, defendants, to the Shanghai and Hongkong Wharf Co., Ltd., for receiving, storing and delivering the cargo, with the consent and on the instructions of the plaintiffs' agent, namely, the master of the *s.s. Norman Isles*, and further that such payment was a proper payment and made without negligence.

4.—Lastly they, the defendants, have not at any time been guilty of negligence while acting as agents for the plaintiffs, as beforementioned or in any other capacity whatsoever.

Mr. Loftus E. P. Jones appeared for the plaintiffs, and Mr. R. N. Macleod for the defendants.

TO THE NORTH POLE BY BALLOON.

Mr. Walter Wellman arrived at Plymouth recently on the *Fransprijz Wilhelm*, from New York, and proceeded to Paris. This month he will accompany his motor balloon to Spitzbergen for the completion of trials preliminary to an attempt in August to reach the North Pole. Mr. Wellman stated that the two motors of his airship *America* can drive at a speed equivalent to eighteen knots, and carrying as she does six thousand pounds of gasoline, it would have a radius of action of over two thousand miles. With Spitzbergen only seven hundred miles distant from the North Pole, the reserve power of the *America* should enable the explorers, said Mr. Wellman, to reach their destination and return without having recourse to sledges, with which the expedition will be equipped as a precautionary measure.

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[36]

REVIEWS.

Historic Shanghai. By C. A. MONTALTO DE JESUS. Shanghai: The Shanghai Mercury Ltd.

Shanghai, at last, has had its history written. The author of "Historic Macao" has found an almost equally interesting study in the history of Shanghai, and has produced a book which was well worth writing, and one which will be found both interesting and profitable for all who are interested in affairs in this part of the world to read, mark, learn and inwardly digest. "Historic Shanghai" is without all that wealth of detail and catalogued information which is the feature of the late Dr. Eitel's History of Hongkong. It is a book of ten chapters dealing with (1) the opening of Shanghai; (2) the rise of the Foreign Settlements; (3) Shanghai under the rebels; (4) fiscal reform and municipal shortcomings; (5) the Taiping and Shanghai; (6) the thirty-mile radius campaign; (7) from Burgevine's fall to Gordon's masterpiece; (8) the fall of Soochow; (9) municipal evolution; and (10) Halsey on time.

It will be gathered from this list of subjects that nearly half the book consists of history of the Taiping Rebellion, and Mr. Montalto de Jesus in his preface sets up the justification that the pride of Shanghai rests principally upon this memorable struggle. "It is precisely from this central point," the author says, "that a history is most needed, inasmuch as the great influence which the reign of terror had upon the destinies of Shanghai, for good and for evil, can never be adequately grasped without full light being thrown upon local conditions, at that stirring epoch. Thence dated the marvellous growth of the foreign settlements, in the midst of golden but unprofitable opportunities for solving the international problems now so complex."

Still we do not think the book would have suffered by a condensation of the story of the rebellion, and its general interest would certainly have been enhanced by a chapter or two on the conditions of life which obtained in the early days of the Settlements. We have greatly enjoyed reading the book, but we think its popularity as a history of Shanghai is likely to suffer for the reason that it is so largely political.

Mr. Jesus in the closing pages of the book prophesies the greatness as well as the doom of Shanghai. In more than one way, he says, the hand of Destiny seems to mark Shanghai as the birthplace of China's regeneration. "Almost every epoch-making improvement in the Empire is initiated in Shanghai, each a triumph of modern civilisation and a blessing for one-third of humanity as well as a source of pride for the most progressive and pro-European city of China, before which have paled all the ancient glories of Soochow and Hangchow." But, "the time will come when, through natural cause, Shanghai will experience a greater change than a new China can possibly effect." The reference is to the silting of the river, and the author quotes with qualified approval the startling conclusion reached by the late Mr. Archibald Little, that "within the lifetime of men now living Shanghai threatens to be left an island unapproachable by tidal waters." In the final paragraph of the book Mr. Jesus looks to railways being the salvation of Shanghai. He says:—

"As Venice was wedded to the Adriatic, so is Shanghai to the deep,—nay still more closely, since to her very name is linked the word for sea; and to sever her from the source of her greatness is indeed to depose the Queen of the Western Pacific. There is the hope, however, that railways may to a certain extent avert the doom to be decreed by the fateful river, most probably not in our days, and yet inexorably, like all decrees of fate whereby so many great cities eternally realised the transience of their glories."

It remains for us to add that we can heartily compliment Mr. Jesus on the style in which the book is written, especially when we bear in mind that English is not his mother tongue. The book is also well printed and includes several interesting illustrations, but the art of book-binding has not been fully learnt by the binders of the volume.

FOR PREVENTION

It is an admitted fact that prevention is better than cure, and in no sense is it more true than in regard to bodily health. What may at first be but a slight ailment may, if allowed to go unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time, BEECHAM'S PILLS will quickly go to the root of the trouble and prevent serious illness.

FOR CURE

If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, BEECHAM'S PILLS may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more potent means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only TAKE

BEECHAM'S PILLS.

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INSURANCE

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TOTAL FUNDS at 31st DECEMBER, 1907: £18,114,624.

Authorized Capital £5,000,000
Subscribed Capital 2,750,000
Paid-up Capital 637,500 0 0
II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,
Agents.
Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SUN TING
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
WITH CHAMBER FOR 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at 5s. 7d. and 7s. 6d. per 100. SPOONING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

GUNS.

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.
C. JAMES & REYNOLDS,
George Street, Minorities, London, E.C., Eng.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RENEDEI"
FROM LEITH, ANTWERP, MIDDLESBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co.,** Agents.
Hongkong, 6th June, 1909. [828]

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENESK"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 9th June, 1909. [830]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabattino-United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 15th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.
Hongkong, 6th June, 1909. [4]

S.S. "TOURANE"
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. "Matapan" from Havre ex s.s. "Frederic Nouri" and "Ville de Cotte" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 14th June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on Monday, the 14th June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.
Hongkong, 7th June, 1909. [2]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"DEVANHA"
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Macedonia."
From Australia, &c., ex s.s. "India."
From Calcutta, ex s.s. "Nile."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 9th June, 1909. [1]

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL.

St. Louis, 1904.

DOSE—A Wineglassful in the morning before Breakfast.

[607-1]

CHANNEL FERRY.

PRESIDENT OF BOARD OF TRADE RECEIVED DEPUTATION.

A deputation consisting of Lord Weardale, Sir Charles Rivers Wilson, Sir John Wolfe-Barry, Admiral Sir Cyprian Bridge, Sir William White, ex-Director of Naval Construction; the Hon. George Peel, Mr. Charlton, vice-president of the Council of the London Chamber of Commerce; and Mr. Stanley Machin, chairman of the Council of the London Chamber of Commerce, waited upon Mr. Winston Churchill at the Board of Trade on the subject of the establishment of a ferry service between Dover and Calais.

Lord Weardale stated that in spite of the most friendly encouragement given to it by the British and French Governments and public opinion in both countries, and the most conciliatory and patient representations made by the railway companies concerned, but slow progress had been made in consequence of the reluctance of the South-Eastern Railway Company to admit the failure of the Channel Tunnel scheme and to adopt the only practicable alternative of a Channel train ferry. He drew attention to the remarkable progress made in this direction by other Continental countries, notably Denmark and Sweden, where a new service with a sea passage of 58 miles was about to be opened under Government guarantee.

A DEADLOCK.

In the case of the Channel ferry the different objections raised by the railway companies had, he hoped, been successfully signposted, except in one important particular, namely the possibility of accommodation in Dover Harbour, and it was upon that point that they invited the intervention of the President of the Board of Trade. The Dover Harbour authority was in a peculiar position. Ostensibly a quasi-public authority, it was really in a position of dependence upon the railway companies, and therefore obliged to subordinate public to railway interests. He had, as shown in recent correspondence, manifested a more friendly disposition, and it was not without hope that the intervention of the Board of Trade would accentuate that tendency and bring about a solution of the present deadlock with regard to Dover Harbour. Dover Harbour was constructed with the money of the taxpayers of the Kingdom; consequently the public had right to any advantage that its construction would bring.

Sir John Wolfe-Barry referred to the objections raised by the railway companies as to the possibility of providing ferry service in Dover Harbour, and declared these in his opinion to be groundless.

Sir William White, alluding to the ferry steamers now being constructed on the Tyne for the new Swedish service, with details of which he was familiar, stated that ferry steamers of suitable capacity could be designed for the Channel without any difficulty whatever. He added that the carriage of trains upon the decks of the steamers would actually increase their stability and would be no way interfere with the facility of navigating them.

OTHER FERRIES.

Sir Charles Rivers Wilson, speaking as chairman of the General Trunk Railway of Canada, gave his experience of the working of ferries on that system, and stated that in many instances these ferries were being successfully operated, under conditions of fog and heavy weather, over stormy seas which might quite fairly be compared with the worst conditions in the British Channel.

Admiral Sir Cyprian Bridge mentioned the case of the train ferry in the United States across the estuary of the Chesapeake, really an arm of the Atlantic Ocean. There the hydrographic and weather conditions were not unlike those in the Straits of Dover. Notwithstanding the competition of the coasting trade which runs parallel to the ferry and of some three other parallel lines of railway at no great distances from it, the amount of merchandise annually carried by the ferry is some five times the amount of merchandise carried by the present cross-Channel steamers in the Dover Straits.

Mr. Winston Churchill, in reply, dealt at some length on the defects and discomforts of the existing system, as affecting particularly the passenger traffic. He reasserted in emphatic terms the favour with which the Government continued to regard any amelioration of that service such as provided by the Channel ferry, which appeared to him to be the only practicable method of improvement at present in view. He discussed the relation of the Board of Trade with the railway companies, and stated that he was willing to assist to the full in his power to advance the project. With that end in view he would endeavour to bring about a direct understanding between the advocates of the Channel ferry and the railway company in regard to the question involved for the accommodation and working of the ferry in Dover Harbour. He thought that the first step should be a free conference between the experts on both sides, which he would take measures to bring about. His subsequent action would depend on the results of that meeting.

THE CHIT SYSTEM IN JAPAN.

For some years remarks the *Japan Gazette* the Chit System in force in various parts of the Far East have become a problem, especially among Hotel proprietors, and by some hoteliers in Singapore, Hongkong and Shanghai the practice of accepting chits, especially in the bars, has been discontinued. A step in this direction—the first in Japan, we believe—is now being taken in Kobe, by the Oriental Hotel, Ltd., by whom it is announced that on and after the 1st June the Chit System, now in force with local customers in the Bar (only) of the Hotel, will be discontinued. There can be little doubt that the practice which has become such a recognized thing in Japan, and throughout the Far East, of signing chits, and in too many cases the signing has become the chief thing—has proved a nuisance to many, and to none more than to Hotel-keepers. Young fellows who would hesitate to order refreshments if they had to put their hand in their pocket and pay out ready cash, find it so easy to attach their names to a chit, little thinking of the difficulty of paying until the collector calls at the end of the month. To young men especially the temptation to abuse the chit system is great, and in many cases the wreck of young fellows—both financially and morally—can not be traced to this pernicious practice. Apart, however, from this phase of the question, the delay in payment, and sometimes the loss of the money altogether, is a serious matter for hotel proprietors. The Oriental Hotel at Kobe in taking the initiative in this matter may at first suffer by reason of a temporary loss of trade, but in the long run it will no doubt find the step a profitable one. In Kobe it is stated that other hotels contemplate following examples by the Oriental, and no doubt in time hotels in other parts of the country will follow suit. If there were no signing of chits there would no doubt be less drinking, and with it less bills due to the hotels and other tradesmen, and fewer cases of financial embarrassments, bringing in its train worry to men and their families.

INTERNATIONAL COTTON CONGRESS.

The Sixth International Cotton Congress of delegates representing master spinners and manufacturers' associations was opened at Milan on the 17th ult. Milan is the chief commercial centre in Italy and the cotton trade is carried on in the town to a considerable extent. The congress was attended by 400 delegates. Of the 22 cotton-manufacturing countries represented in the international committee, 16 are personally represented at the congress, these being England, the United States, France, Germany, Italy, Belgium, Switzerland, Holland, Denmark, Norway, Sweden, Russia, Japan, India, Spain and Portugal. Last year 15 countries were personally represented. The Prefect and the Mayor of Milan both welcomed the delegates. Baron Cantoni (Italy), president of the congress, in welcoming the delegates said that Milan was the city of a nation in which the cotton industry was of comparatively recent development, and it offered, with all the enthusiasm of youth and national character, a hearty welcome to the congress. Important results were expected from the deliberations of an assembly which had obtained an established economic position, and the congress would not fail to respond to that expectation. The presence of lady visitors reminded him that they must not omit a word of remembrance of the millions of women workers engaged in textile industries all over the world.

REPORT BY MR. C. W. MACARA.

Mr. C. W. Macara (England), chairman of the international committee, presented a report on the year's work. He expressed his regret at the lack of the encouragement which the gracious reception by the King of Italy had given to the committee. Mr. Macara went on to say that the depression in the cotton trade had considerably deepened since the last congress. The losses were as exceptionally severe as the profits were exceptionally good in the previous years. This state of things was the natural sequence of over-expansion, which invariably accompanied a period of prosperity. It was most unfortunate for both capital and labour, the experiences of the past seemed to be entirely overlooked at such times, and that former errors were repeated. He was in favour of any united action which might be taken to prevent a recurrence of extending the productive power of the industry beyond the probable requirements of trade. There were now about 135 million spinning spindles, an increase in five years of 30 million, or more than double the required increase. The whole world of property was being victimized by the cotton industry, and it was most regrettable that this year it did not find much favour outside England. This year, he regretted to say, the English federation had not received the requisite majority to curtail production on an organized basis, and this was possibly due to a feeling of resentment against those firms, not members of the federation, who during the recent stoppage ran their mills full time and would not co-operate in any organized short-time movement. Ultimately, he concluded, the trade would be brought into line on this question. The whole record of the International Federation's work demonstrated how much could be done by united action. Schemes considered Utopian when they began were now accomplished.

THE BRITISH COTTON GROWING ASSOCIATION.

Mr. J. R. Byrom (England), reporting on the work of the British Cotton Growing Association, said that in consequence of the serious drought which occurred throughout the whole of West Africa in 1907 (the first for 30 years), the association had to record their first serious important check. In other parts of the Empire, and more especially in Uganda, great progress had been made. During the latter part of 1908 owing to the financial crisis in the United States and the dispute in the Lancashire cotton industry, cotton was difficult to sell and could only be disposed of at low prices. This might have the effect of discouraging, and would certainly check for a time, the development of new cotton fields. There were, however, distinct signs that there might shortly arise a steady demand for cotton goods, and consequently for raw cotton. It had now been definitely proved that large quantities of cotton could be produced in the British Empire, and all that was required was time, perseverance, and the necessary capital.

WHAT A HUSBAND EXPECTS OF A WIFE.

Mr. Richard Le Gallienne, writing in *Cassell's Magazine* on "Wives Made to Order," declares plainly that "any man should be glad of any woman and any husband should be grateful for any wife." Men do not deserve women. "I have only met one man who deserved a wife—and she married another man." He thus satirises the exacting demands that any husband makes on any wife.

He expects her to be perfect, of course, even as he is perfect; yet if she is too perfect, she gets on his nerves. He expects her to echo all his ways and moods, yet again he expects her to preserve her own individuality and have some opinion of her own. He expects to have his own little innocent flirtations, but not to let it so turn her eyes to the right or the left. One right he particularly reserves to himself is that of talking by the hour of his former love-affairs, and expecting her heart-felt sympathy for his ceaseless over vanished faces; yet denying her the right to tender reminiscences for her lordship over her is jealously retrospective and permits her no dalliance with memory. In fact, before he was, she was not. For as man was made in the image of God, the wife must be made in the image of her husband. The finite expression of his infinite, the dainty echo of his ponderous omniscience, the pearl shell that holds as in a pink and opal case, the music of the mysterious ocean of his mind.

Yes! men, and particularly husbands, are exceedingly comic creatures, and to laugh up your sleeve at your husband, yet love him all the time, is an art which every successful wife has possessed since man first met woman and the sad world began.

I read a delightful story of Ibsen the other day, which should find a place in any romance of young wives. Ibsen, it appears, made a point of sewing his own buttons on. You couldn't trust a woman, he said, to sew a button to stay. He was fond of saying this to his friends in the presence of his wife. She sat by and smiled, but when he was out of hearing, she whispered to one of those friends: "I always go over them again afterwards, because he never knows the thread."

What sublime tact was there! And how how tenderly she saved her husband's knowledge of a possible imperfection—not to speak of preserving the peace of the household. Mr. Le Gallienne recommends that the most sensible wife a man can take is one who has been married before; she has mastered the masculine paradox.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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SHANGHAI TRADE.

Messrs. Ilbert and Co.'s Piece Goods Market Report says—

There is no new feature to report as regards our market, which continues quiet, though by very gradual stages the shortage of stock in a slowly increasing list of articles is beginning to show itself, but not sufficiently as yet to encourage fresh buying from producing markets. A uneasy feature has been the long period of drought that has been experienced nearly all over the country, but more especially in the Yangtze provinces, where rain, with one brief exception about five weeks ago, has not fallen for two months. On the whole, the native has had nothing to grumble at so far, for the dry weather has helped him to a very large yield of silk cocoons of exceptional quality, while the spring wheat crop, nothing definite in grain and quantity, is regular good prices. However, any further continuance of the drought will very seriously affect the rice crop upon which the whole condition of the market may be said to depend, and its price has commenced to show a rapid upward movement. In parts of this province on the north bank of the Yangtze, some of the canals have been damaged to irrigate the rice fields, to the obstruction of all boat traffic, the natives stating that these waterways would not be unhampered again until the rain came for their paddy.

Messrs. Noel, Murray and Co.'s report on the Shanghai Piece Goods Trade says—

With the Manchester market closed for the Whitechapel holidays all this week everything has naturally been very quiet here during the interval, assisted materially by an advance in sterling rates when the Exchange Banks resumed business on the Tuesday. Grave fears have been entertained here, and almost all over the country, that a disastrous drought was pending, but happily conceiving in of rain in several places, and this morning the weather broke here, after an unusual spell of dryness. Judging from the experience here it is doubtful whether sufficient has fallen to have the desired effect on both the Cotton and Rice crops, the latter commodity, by its steadily advancing price, as a considerable anxiety. Ningpo, we learn, has had a copious fall within the last few days, and the result has been fresh orders for the usual heavy Shikings. Nothing definite is to hand yet as to whether Shantung has met with the same relief or not, that Province being in about the worst state of any, but further North rain seems to have fallen to satisfactory extent, the news being accompanied by fresh buying orders from Newchwang. Right here is a further illustration of the danger of anticipating a demand from any part of this country when anything untoward happening upsets all calculations. It shows the happy-go-lucky way in which life goes on in China, no provision is ever made to meet emergencies when they come, no lessons are ever learnt from past experience, and so the Country drifts on, its masses still leading a hard to mouth existence, in spite of the endeavours of Foreigners during more than half a century to introduce some methods of reform that would greatly ameliorate their forlorn condition. Crops fail, the famine comes and Foreigners are appealed to for relief! And in the meantime their trade is ruined! The endeavours of the Prince Regent to effect reforms are being frustrated on all sides by the "powers that be" in Peking at present, it is therefore good news to learn now that it is his intention to grant an amnesty to the old reformers as soon as the late Empress Grand Dowager's obsequies have been performed. Wiser Counsellors, who have had years of experience in Foreign Countries, may then prevail, and some real reforms effected, and until that is done, especially as regards the currency, no steps should be taken by the Foreign Governments to permit the increased Customs Tariff, so much desired by China now, to come into force. Foreign trade, without some substantial considerations is already sufficiently burdened.

Better news has come from Hankow and also Chefoo and it is said orders are in the market for both Ports. So far the only business done has been confined to second hands and doubtless comprises indirect cargo that is now arriving and which is being cleared very promptly, being comparatively much cheaper than old stocks that have accumulated interest and storage charges for months, if not years.

JAPANESE INDUSTRIAL ENTERPRISES.

THE QUESTION OF DIVIDENDS.

The *Yoji Shimpo* has an article on the subject of the dividends likely to be paid by the principal companies for the current half year. The Tokyo Stock Exchange, we read, has actually derived from its daily transactions sufficient money to pay a dividend of 13.2 per cent., but as in addition to this, it has realized nearly a million yen owing to the appreciation of State securities, it is expected to pay a dividend of 15 per cent. This company's shares are now quoted at nearly 156, so that they are on less than a 5 per cent. basis. The Tokyo Gas Company also has done remarkably well. Since the commencement of the year the demand for gas, although increased by 20 per cent., and it will certainly be able to pay a dividend of 13 per cent. while at the same time placing ample funds to its

reserves. The Tokyo Electric Light Company again is stated to be looking about 1000 additional orders for lights every month, and it will be able to pay a dividend of 12 per cent. As for the Tokyo Railway it remains conspicuously impoverished so far as dividend is concerned. The receipts during the half year have exceeded the figure for the preceding half year by about 150,000 yen, so that possibly it may be able to scrape together enough to pay a dividend of 5 per cent., but such a figure compares almost ludicrously with the profits of the Electric Light and the Gas Companies which also have the use of the public streets. The Dai Nippon Beer Company has begun to find a larger sale for its staple, and expects to pay a dividend of 12 per cent. As for the Tanaka S. S. Company, there appears to be some uncertainty. The domesticated state of the coal market has greatly affected this Company's income, and whether it will be able to pay a larger dividend than 6 per cent. is still to be doubtful. The Kei Hin Railway also is in a very unfavourable condition. Owing to its losses connected with the Fujimoto affair it will probably not pay a dividend of more than 2 or 3 per cent.

Speaking of the cement-manufacturing industry, the *Hochi Shimbun* says that there are 15 companies in all, 12 of them dating from *entre bellum* days and 3 from *post bellum*. The former group consist of the Asano, the Hokkaido, the Suzuki, the Aichi, the Miawa, the Onaka, the Kizugawa, the Chuo, the Onoda, the Nippon, the Sanyo and the Tosa, the latter group, of the Iwaki, Toei and the Sakum. These 15 have virtually arranged to form a trust so as to avert competition. The market price of cement is low, but the demand has become comparatively brisk and there seem to be good hopes for the industry.—*Japan Mail*.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1855.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

RIGAUD'S KANANGA OF JAPAN TOILET WATER

of Imitations.

RIGAUD & Co.
PARFUMERS
8, rue Vivienne, 8
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SINGON & CO.

IRON, STEEL, METAL and HARDWARE, MERCHANTS, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

YOUR STOMACH MAKES OR MARS YOU

It is your stomach that supplies your body with the nourishment necessary to health, and it is your stomach also that creates nearly all the impurities which poison your blood and cause ill health. How is this? Just the difference between digestion and indigestion. One nourishes, the other poisons. Make sure of digestion. Take Mother Seigel's Syrup. This great medicine never fails because it gives strength to the organs of digestion and ensures their perfect working.

MOTHER SEIGEL'S SYRUP IS LIFE FOR YOUR STOMACH

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup-Tablets. Price, 2/6 per Bottle.

For years I suffered from indigestion. I was very weak and the "true food" I was able to eat caused me much pain and distress. At last I got Mother Seigel's Syrup and it was astonishing how fast I then recovered my health. —From Mrs. SMITH, 3, Palliser St., South Shields.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS DELHI	Noon, 12th June	See Special Advertisement
LONDON and ANTWERP		
via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA	About 16th June
	Capt. A. R. Vins, R.N.R.	Freight only.
SHANGHAI, MOJI, KOBE, MALTA and YOKOHAMA	About 17th June	Freight and Passage.
	Capt. G. M. Montford, R.N.R.	

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"KWEILIN"	On 12th June, 4 P.M.
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.
HOHOW and HAIPHONG	"SINGAN"	On 13th June, 9 A.M.
MANILA	"TAMING"	On 15th June, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 16th June, 4 P.M.
SHANGHAI	"LINAN"	On 17th June, 4 P.M.
	"LINAN"	On 20th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW, AMOI & AMOI	"DALIN MARU" Capt. Y. KUBURAKI	SUNDAY, 13th June, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

T. ARIMA, Manager.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. Passmore	AMOI & FOOCHOW	SATURDAY, 12th June, at 1 P.M.
"HAIMUN" Capt. Evans	SWATOW	SATURDAY, 12th June, at 5 P.M.
"HAITAN" Capt. J. S. Rouch	SWATOW, AMOI & FOOCHOW	TUESDAY, 15th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th June, 1909.

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INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 11th June, 4 P.M.
TIENTSIN via SWATOW, WEIHAI-WEI & CHEFOO	"CHIPSANG"	Friday, 11th June, 5 P.M.
SHANGHAI via SWATOW	"HANGSANG"	Sunday, 13th June, 4 P.M.
SHANGHAI	"WINGSANG"	Tuesday, 15th June, Noon
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon
SANDAKAN	"MAUSANG"	Wednesday, 16th June, Noon
SAMARANG & SOERABAYA	"AMARA"	Thursday, 17th June, 4 P.M.
SHANGHAI	"WASHING"	Friday, 18th June, Noon
MANILA	"YUENSANG"	Friday, 18th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 19th June, Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 19th June, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawau, Usukun, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 11th June, 1909.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
MARSEILLES, HAVRE, COPEN- HAGEN and GOTHENBURG	"NIPPON"	23rd June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 11th June, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID	SADO MARU Capt. G. Anderson	6500	WED'DAY, 23rd June, at Daylight
VIETORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	BINGO MARU Capt. A. Christensen	6500	WED'DAY, 7th July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU Capt. K. Kawara	6500	TUESDAY, 22nd June, at 4 P.M.
KOBE and YOKOHAMA	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
SHANGHAI, MOJI and KOBE	SANUKI MARU Capt. K. Homma	6500	FRIDAY, 11th June, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU Capt. B. Kon	4500	THURSDAY, 17th June, at 5 P.M.
	MISHIMA MARU Capt. A. E. Moses	9000	THURSDAY, 17th June, at 5 P.M.
	YETOROFU MARU Capt. K. Soyeda	4500	WED'DAY, 7th July, at Noon
	TAWATA MARU Capt. T. Sekino	5000	

* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 23rd July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS), AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

15-93

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

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HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

FOR	STEAMERS	DATE
SHANGHAI, YOKOHAMA & KOBE	S.S. BRASILIA	12th June
	S.S. SEGOLIA	22nd June
	S.S. SLAVONIA	2nd July
	S.S. C. PERD. LAETZ	10th July
	S.S. ANDALUSIA	18th July
	S.S. SAXONIA	28th July
	S.S. DORTMUND	10th Aug.
	S.S. SPEZIA	18th Aug.
	S.S. JLLYRIA	28th Aug.
	S.S. AMERICA	31st Aug.
FOR HAVRE & HAMBURG:	S.S. SENEGAMBIA	21st June
	S.S. SILVIA	28th June
	S.S. ANTERIOR	28th June
	S.S. SITHONIA	1st July
	S.S. HAVRE & HAMBURG:	
	S.S. ISTRIA	9th July
	S.S. MARSEILLES	10th July
	S.S. SCANDIA	12th July
	S.S. HAVRE & HAMBURG:	
	S.S. BRASILIA	22nd July

Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th June, 1909.

12

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPEDITION ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 5th June, 1909.

Telephone No. 375.

18

OSAKA SHOSEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call):

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for stevedores passengers situated amidship. A limited number of Cabin passengers carried at low rates.

Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	" Aug 30th, at Noon.
S.S. HONGKONG MARU	6000 "	" Oct 26th, at Noon.
S.S. MANSHU MARU	5000 "	" Dec 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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759] HONGKONG.

Japan Office:
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YOKOHAMA.

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union

AGENTS:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRADING & Co. MANILA: Messrs. MACONDEAT & Co.

For Particulars apply to

H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mail to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dany and Siberia.

FOR	PER	DATE
Shanghai	Tylojap	Friday, 11th, 9.0 A.M.
Pakhoi and Halphong	Carl Diederichsen	Friday, 11th, 11.00 A.M.
Shanghai, Kobe and Yokohama	Brasilia	Friday, 11th, 11.00 A.M.
Manila, Thursday Island, Cocktown, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Nikko Maru	Friday, 11th, 11.00 A.M.
Manila	Sui Tai	Friday, 11th, 1.15 P.M.
Samarang, Sourabaya and Batavia	Quarta	Friday, 11th, 3.00 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Chipsang	Friday, 11th, 3.00 P.M.
Manila	Loongsang	Friday, 11th, 3.00 P.M.
Kobe and Yokohama	Sanuki Maru	Friday, 11th, 4.00 P.M.
Bangkok	Anglia	Saturday, 12th, 10.0 A.M.
Bangkok	Locton	Saturday, 12th, 10.0 A.M.
Singapore, Penang and Bombay	Isana	Saturday, 12th, 10.0 A.M.
Manila	Bati	Saturday, 12th, 10.0 A.M.
Europe, India via Tientsin	Printed Matter and Samples	10.00 A.M.
(Late Letters 11.00 to Noon Extra Postage 10 cents.)	Registration, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	(Registration) with late fee of 10 cents, up to 10.45 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration, 10.00 A.M.	
The Parcel mail will be closed to-day, at 5 P.M.	No late fee	
Amoy, and Foochow	Haiching	Saturday, 12th, 11.00 A.M.
Manila	Sui Tai	Saturday, 12th, 1.15 P.M.
Amoy, Ningpo and Shanghai	Kuotian	Saturday, 12th, 3.00 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Segura	Saturday, 12th, 3.00 P.M.
Manila	Denshigawa	Saturday, 12th, 3.00 P.M.
Swatow	Haimun	Saturday, 12th, 4.00 P.M.

THE WHISKY OF THE NEW WORLD

"CANADIAN CLUB" WHISKY.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

ON LONDON	June 10th.
Telegraphic Transfer	197
Bank Bills, on demand	197
Bank Bills, at 30 days' sight	197
Bank Bills, at 4 months' sight	197
Credit, at 30 days' sight	197
Documentary Bills, 4 months' sight	197
ON PARIS	June 10th.
Bank Bills, on demand	226
Credit, at 4 months' sight	230
ON GERMANY	June 10th.
Bank Bills, on demand	183
ON NEW YORK	June 10th.
Bank Bills, on demand	438
Credit, at 60 days' sight	443
ON BOMBAY	June 10th.
Telegraphic Transfer	134
Bank, on demand	134
ON CALCUTTA	June 10th.
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI	June 10th.
Bank, at sight	74
Private, 30 days' sight	74
ON YOKOHAMA	June 10th.
On demand	74
ON SINGAPORE	June 10th.
On demand	74
ON HATYAI	June 10th.
On demand	74
ON HONGKONG	June 10th.
On demand	74
ON SAIGON	June 10th.
On demand	74
ON BANGKOK	June 10th.
On demand	74
SOVEREIGNS, Bank's Buying Rate	June 10th.
Gold Leaf, 100 fine, per tael	\$11.05
Gold Leaf, 100 fine, per tael	\$11.05
BAS SILVER, per oz.	24.5

SUSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	\$8.13 discount.
Hongkong	20	\$7.60
Hongkong	10	\$7.30

OPIUM.

Quotations are:	June 10th.
Malwa New	\$1,100/1,150 per picul.
Malwa Old	\$1,160/1,200
Malwa Older	\$1,210/1,250
Malwa V. Old	\$1,260/1,320
Persian fine quality	\$1,050/1,090
Persian extra fine	\$900/950
Persian Old	\$1,015 per chest.
Bonares New	\$1,025
Bonares Old	\$1,025

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. York carrying the German Mails with dates from Berlin of the 19th ult. left Colombo on Saturday the 5th instant p.m. and may be expected here on or about the 16th instant.

The I.G.M. str. Prinz Stigismund left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

THE AMERICAN MAIL.
The P.M. str. Korea from San Francisco sails from Yokohama on the 8th inst., and is due to arrive at this port on the 19th instant.

The C.P.R. str. Empress of China left Vancouver a.m. on Thursday the 3rd inst. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The Swedish str. Canton left Shimonski on the 5th inst., and may be expected here to-day.

The str. Segura left Singapore on the 6th inst., and may be expected here to-day.

The C.N. Co.'s str. Kueiyang left Chefoo on the 5th inst., and is due here to-day.

The C.N. Co.'s str. Nanchang left Chefoo on the 6th inst., and is due here to-morrow.

The Bank Line str. Gymeric sailed from Yokohama to Hongkong via Kobe, Moji and Manila on the 5th inst.

The Mexican & Oriental S.S. Line Ltd.'s str. Errol sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.

The E. & A. str. Eastern left Sydney on the 5th inst. via Queensland Ports, Port Darwin, Timor and Manila.

The Bank Line str. Kumeric sailed from Seattle to Hongkong via Japan and Manila on the 3rd inst.

The N.Y.K. str. Shinano Maru (American Line) left Shanghai on the 11th inst., and is expected here on the 13th inst.

The American and Manchurian Line str. Matoppe left Singapore on the 7th inst., and is due here on or about the 14th inst.

The N.Y.K. str. Yotori Maru (Bomby Line) left Singapore on the 8th inst., and is expected here on the 15th inst.

NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.

UNVARIED FOR 150 YEARS.

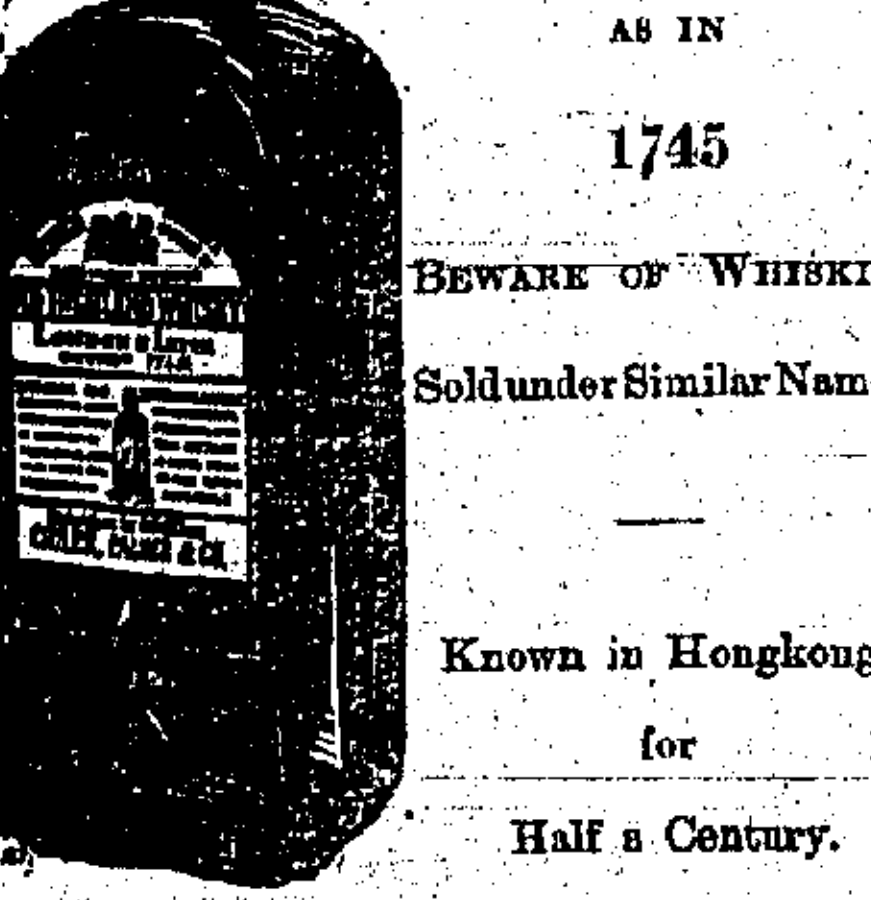
THE SAME TO-DAY AS IN 1745.

BEWARE OF WHISKIES Sold under Similar Names.

Known in Hongkong for Half a Century.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS.



THE MOST CELEBRATED CIGARETTES IN THE WORLD

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS BRISTOL & LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 10th, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$990, sales
National Bank of China, Limited	99,925	£7	£6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$134, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$94, buyers
COTTON MILLS.				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 124.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$84.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 85.
Laon-Kung-Mow C. Spin'g. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 105.
Boy (Cheo) Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370.
DAIRY FARM COMPANY, LIMITED.	40,000	\$73	\$6	\$163, buyers
DOCKS AND WHARVES.				
Hongkong and China Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, sal. & buy.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$57, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$67.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 85.
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 102.
FENWICK & CO., LIMITED.	18,000	\$25	\$25	\$11, sellers
GREEN ISLAND CEMENT CO., LIMITED.	400,000	\$10	\$10	\$9, buyers
HONGKONG AND CHINA GAS CO., LIMITED.	7,000	\$10	\$10	\$210, buyers
HONGKONG ELECTRIC CO., LIMITED.	60,000	\$10	\$10	\$19, buyers
HONGKONG HOTEL COMPANY, LIMITED.	12,000	\$40	all	\$71, (old) sel.
HONGKONG ICE COMPANY, LIMITED.	8,000	\$25	all	\$40, (new)
HONGKONG ROPE MANUFACTURING CO., LIMITED.	5,000	\$25	all	\$155, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83.35	\$25	\$83.35, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$34, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$104, buyers
Union Insurance Society, Limited	12,000	\$25	\$100	\$84.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$110, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$94, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$46.
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	19/10	\$94.
PEAK TRAMWAYS CO., LIMITED.	25,000	\$10	all	\$13.20, buyers
PHILIPPINE CO., LIMITED.	50,000	\$10	\$1	\$1, sales
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$142, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
ROBINSON PIANO CO., LIMITED.	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Hongkong Steamship Co., Limited	20,000	\$50	all	\$36.
Donghai Steamship Co., Limited	80,000	\$15	\$15	\$33, sal. & buy.
Hongkong, Canton & Macao S.B. Co., Ltd.	20,000	\$5	all	\$43.
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$253.
Shell Transport & Trading Co., Limited.	2,000,000	£1	£1	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26.
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
Wm. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	10,000	\$10	\$10	\$34, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$8.70, sales.
Weissmann, Limited	175	\$100	\$100	\$150, buyers
UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.	9,900 orders	\$10	\$10	\$230.
UNION WATERBOAT CO., LIMITED.	100,000	\$10	\$10	\$103, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

May 22nd—Malta, Mishina Maru. 26th—York, Benvenist, Palra. 28th—Ambria, Aca Maru. Arrived, Palra, Glamorgan, Kanag. St. Orestes, Patroclus, Stik. June 2nd—Cyrus, Dacre Castle, Indravadi, Glenearn, Tydeus. 5th—Tranquebar, Indravadi, Glenearn, Tydeus. 8th—Sardinia, Slavofia, Tonkin, Carnarvonshire, Mochaon, Nabin, Stilevia. 9th—Kleist, Yegdo, Benlarig.

ARRIVALS AT HOME.

June 8th—Kleist.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. P. R. Adams	Mr. W. Manning
Mr. E. Bartsch	Dr. O. Marriot
Mr. R. S. Brown	Miss K. A. Massey
Mr. and Mrs. W. C. C.	Mr. G. C. Mcintosh
Banner	Dr. G. W. McKean
Mr. H. L. Condon	Mrs. E. J. McKnight
Mr. F. D. Dwyer	Mr. J. E. McLaugh
Mr. E. W. Day	Mr. F. Minomura
Capt. and Mrs. F. D. Evans	Mr. H. J. Morse
Mr. J. D. Muller	Mr. and Mrs. C. C. Osborne
Mr. J. Gell	Mr. and Mrs. B. S. Osgood
Miss E. H. Gill	Mr. R. H. Ray
Miss V. H. Gill	Mr. E. Reiser
Mr. A. B. Gies	Mr. G. R. Ros
Mr. G. V. Hayes	Mr. J. Rosenfeld
Hon. Mr. E. A. Hewitt	Mr. H. S. O. Rowley
Capt. R. Innes	Mr. L. T. Ruprecht
Mr. and Mrs. A. Jamada	Mr. E. G. Sahlin
nurse & child	Miss E. S. South
Mr. J. E. Jamieson	Mr. A. S. Skinn
Mr. C. L. Johnson	Mr. O. C. Knoch
Mr. O. C. Knoch	Mr. C. W. Kerridge
Mr. C. W. Kerridge	Mr. and Mrs. W. D. Kraft
Miss Kist	Mr. J. T. Stebbing
Miss Levenson	Mr. and Mrs. J. D. Taylor
Mr. G. L. Liversley	Mr. and Mrs. J. D. Taylor
Mr. D. Macdonald	Mr. and Mrs. E. Watkins
Mr. N. MacIntyre	Mr. C. P. Weeks

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Mr. O. Hildebrand	Mr. J. H. Pearson
Mr. Ch. D. Ford	Mr. M. Spang
Mr. A. N. Kemp	Mr. and Mrs. J. Silverstone
Mr. Thos. W. Kydd	Mr. E. E. Smith
Mr. A. B. Lunkie	Mr. E. E. Smith
Capt. B. I. Lundholm	Mr. E. E. Smith
Mr. E. N. Mody	Mr. D. W. Stevenson
Mr. N. M. Mody	Mr. and Mrs. Thompson
Mr. D. M. Nicolson	Miss H. M. Thompson
Mr. B. L. Packer	

KINGSCROSS PRIVATE HOTEL.

Mr. E. Arndt	Mr. Crickbank
Mr. and Mrs. J. A. D.	Mr. F. Sydenham Dixon
Mr. Auld & children	Mr. Fernihough
Mr. A. Austin	Mr. H. R. Hunt
Mr. E. W. Pankhown	Mr. and Mrs. A. Kohler
Madame Bandow	Mr. L. Y. Langsteir
Mr. F. Penington	Mr. and Mrs. Macdonald
Mr. Blak	Capt. and Mrs. Charles
Mr. and Mrs. Broderson	Mr. Windsor Mason, jr.
Mr. F. K. Brownrigg	Mr. R. S. Morrison
Mr. H. Bulmer	Mr. Hans-Popper
Mr. B. Butler	Mr. P. C. Potts
Mr. J. D. Butler	Mrs. G. Sachse
Mr. and Mrs. Carl-N.	Miss K. Sachse
Carlson & children	Mr. E. T. Warbrook
Mr. E. W. Carey	Mr. B. Webb
Capt. C. H. D. St. Clair	Mr. and Mrs. B. A. Wrennik
Dr. and Mrs. F. Clark	Mr. Wright
Miss Hilda Clark	Mr. W. Arnold Zede
Mr. A. B. Craggs	

ORIENTAL HOTEL.

Mr. F. T. Chapple	Mr. E. A. Lowry
Mr. P. Currie	Mr. J. McCormack
Mr. P. C. Fenwick	Mr. J. Meyer
Mr. Gaestner & child	Mr. W. Pringle, jr.
Mr. W. F. Gray	Mr. W. F. Gray
Mr. N. W. D. Howie	Mr. E. Taylor
Dr. F. Key	Mr. A. Uschmann
Mr. Lennox	Mr. J. Weir

KOWLOON HOTEL.

Mr. W. Csmara	Dr. P. E. Paul
Mr. A. Camara	Mr. E. Paul
Mr. C. F. Cooke	Mr. W. Reinhardt
Mr. L. Endr	Mr. J. J. Eib att
Mr. J. B. Gardner	Mrs. W. R. Simpson
Mr. E. A. Irving	Mr. W. Thorne

HONGKONG TIDE TABLE.

From June 10th to 16th, 1909.

Day	High Water.		Low Water.	
	Time	Height	Time	Height
Mon. 11	6.43	4.4	1.50	1.0
Tue. 12	6.20	4.8	1.20	1.4
Wed. 13	6.00	5.2	1.10	1.8
Thurs. 14	5.44	5.6	1.00	2.2
Mon. 15	5.18	6.0	0.40	2.6
Tue. 16	5.00	6.4	0.20	3.0
Wed. 17	4.48	6.8	0.10	3.4
Thurs. 18	4.12	7.2	0.00	3.8

THE DIRECTORY AND CHRONICLE FOR 1909.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

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SHIPPING IN PORT.

STEAMERS.

AMARA, British str., 1,565, Matlock, 8th June—Saigon 2nd June, Coal—Jardine, Matheson & Co.

ANGHIN,